§ 103.33 Navigation in Gaillard Cut.

No vessel other than a vessel transiting the Canal shall navigate in Gaillard Cut except with the express prior approval of the Canal authorities.

[31 FR 12289, Sept. 16, 1966]

§ 103.34 Same; control by Canal Operations Captain.

The movement of vessels in Gaillard Cut shall be regulated by the Canal Operations Captain through Marine Traffic Control, or by such other persons and through such other stations or facilities as the Canal authorities may designate.

[46 FR 63176, Dec. 30, 1981, as amended at 55 FR 11908, Mar. 30, 1990]

§ 103.39 Arrow signals; locks.

Choice between east and west chambers shall be made by the Locks Superintendent. Pilots shall stand toward the chamber indicated and shall comply with the arrow signal unless unsafe to do so.

Not ready; lockage cannot take place for some time

Not ready; stand off well clear of lock, prepared to approach on signal

Locks making preparation, probably be ready in 10 minutes or less; you may approach with caution, prepared to tie up or enter on right-hand side on signal

Locks making preparation, probably be ready in 10 minutes or less; you may approach with caution, prepared to tie up or enter on left-hand side on signal

Moor to approach wall near chain on right-hand side

Moor to approach wall near chain on left-hand side

Enter *right*-hand side

Enter *left*-hand side

[31 FR 12289, Sept. 16, 1966]

§ 103.40 Transit schedules; pennants.

(a) When a pilot is assigned to a ship for northbound or southbound canal transit he shall be given a schedule number and the expected time of arrival at south end of Miraflores Locks or at north end of Gatun Locks.

(b) Northbound ships shall fly ''H'' under International numeral pennant corresponding to schedule assigned.

Southbound ships shall fly ''H'' over International numeral pennant corresponding to schedule assigned.

In addition: Preference ships shall fly ''Z'' (blue light at night); hazardous cargo will fly ''B'' (red light at night).